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The Commission of Fine Arts
16 December 1959

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Memorandum Minutes of the
Meeting of the Commission of Fine Arts held
in Washington, D. C.
16 December 1959

Present: David E. Finley, Chairman
Michael Rapuano
Peter Hurd
Felix W. de Weldon
William G. Perry

L.R. Wilson Secretary
Susan E. Bennett, Adm. Asst.
Gilbert Halasz, Stenotypist

The Commission met pursuant to notice, at 9:15 a.m., with David E. Finley, Chairman, presiding.

I. Minutes of the 17/18 November 1959 meeting

Action was postponed until the January meeting to allow more time for the members to study the minutes.

II. Submissions

1. National Geographic Society

a. Admiral Byrd Memorial

The sculptor member of the Commission, Mr. Felix W. de Weldon, presented his revised drawings for the pedestal and setting of the memorial to Admiral Byrd, which will be placed on Memorial Avenue leading to Arlington National Cemetery. His drawings incorporated suggestions made by the Commission at the November meeting regarding the landscaping and the pedestal. The general design of the setting had been simplified by eliminating all paving shrubbery near the statue itself. In addition, the pedestal of the statue had been made about 4" wider. It was further suggested at this time, to depress the pedestal deeper so that the projection at the base of the statue would be flush, at its outer edge, with the grass. Mr. de Weldon agreed that this would be an improvement, and the revised drawings were approved. The Secretary was instructed to prepare a letter for the Chairman's signature, to Mr. Payne, Vice President of the National Geographic Society, informing him of this decision. Copy of such letter to be made a part of the official record of the proceeding. EXHIBIT A.

2. General Services Administration

a. Public Buildings Service

1. Proposed Labor Department Building at 6th and C Streets, NW Penthouse for

The members of the Commission met with Mr. Hilder of Public Buildings Service, and Mr. Riggs, the architect, to discuss the revised plans for the penthouse on the proposed Labor Department Building. It was generally agreed that the problem of this penthouse was exceptionally difficult because of the peculiar street

and sight line requirements. The members were satisfied with the general design of the building below the parapet. Although they found the treatment of the penthouse on the 6th Street elevation acceptable, they felt that the silhouette of the roof structure should be equally acceptable from all points of view, especially from Constitution Avenue and Pennsylvania Avenue. A suggestion was made to screen the roof structure by a free-standing, wall-like structure that would serve to connect the roof level of the existing building with this new roof structure in a continuous line. In order to determine the usability of a roof structure for office space, the members, together with Mr. Hilder and Mr. Riggs, made a brief tour of the penthouse of the Interior Department Building, after which Mr. Hilder stated that the drawings would be restudied in an effort to find a satisfactory solution to the problem. The Secretary was directed to prepare a letter to the Commissioner, Public Buildings Service, informing him of the results of the discussion. Copy of such letter is made a part of the official record of the proceeding. EXHIBIT B.

3. Government of the District of Columbia

a. Department of Buildings and Grounds

1. Incinerator #4, Fort Totten Drive and Hawaii Avenue, NE

Mr. G. A. Purcell, Liaison Officer, Department of Buildings and Grounds, presented plans for the proposed Incinerator #4 at Fort Totten Drive and Hawaii Avenue, NE. There was some question as to the choice of a site for this Incinerator because the location plan showed it as being closer than seemed desirable to the newly dedicated Shrine of the Immaculate Conception. The height of the smoke stacks also appeared too great for this location. Accordingly, the members of the Commission, accompanied by Mr. Purcell and Mr. Ellis Price, of the National Capital Planning Commission inspected the site, and, after their visit, decided that the topography was suitable and they made no objection to the proposed location.

The members also visited an incinerator of the same design at Mount Olivet Road and West Virginia Avenue, NE, to assist them in visualizing the size and scale of the proposed building. The members liked the treatment of the upper portion of the main block of the building, housing the equipment room and containing clerestory windows; and they recommended that it be made the key to the balance of the design. It was recommended that the wall enclosing the incinerator element be raised some ten feet to the height of the clerestory, thereby, in appearance at least, reducing the relative height of the stacks. It was further recommended that the stairway^{which} makes a projecting element on the front facade be housed within the building and the projection eliminated. Mr. Purcell stated that he would have revised drawings prepared for resubmission to the Commission. The Secretary was instructed to prepare a letter for the Chairman's signature informing the Department of Buildings and Grounds of this action. Copy of this letter to be made a part of the official proceedings. EXHIBIT C.

b. Department of Highways and Traffic

1. The Inner Loop - West Leg between Pennsylvania Avenue and G Street, NW

The members of the Commission met with Mr. Harold Aitken, Director of Highways and Traffic, and Mr. G. I. Sawyer, Deputy Director for Engineering Design and Research, and the structural designers, and discussed previous suggestions of the Commission to relocate the overpasses where the Inner Loop connects with the present Whitehurst Freeway at K Street, and where it crosses Rock Creek Parkway. Mr. Rapuano, the landscape architect member of the Commission, explained two sketches he had made, in which the elevation of the Inner Loop interchanges were kept below the level of K Street. Mr. Aitken stated that he felt these suggestions might be adopted in whole or in part, depending on the topography; and he stated that further studies would be made in the attempt to assure more conformity of these Inner Loop structures with the design principles which the Commission desired for Washington. The members of the Commission stressed the fact that the Commission of Fine Arts has never approved the location of the Inner Loop and fear for the effects that it will have on the Plan of Washington. The Secretary was instructed to prepare a letter for the Chairman's signature, to the Engineer Commissioner for the District of Columbia informing him of these views. Copy of such letter to be made a part of the official record. EXHIBIT D.

2. Theodore Roosevelt Bridge - Approach Roadways

The members of the Commission inquired of the Director of Highways and Traffic about the status of plans for the approach roads to the Theodore Roosevelt Bridge. Mr. Aitken stated that the plans were still in preparation and would be submitted to the Commission as soon as possible. The Chairman emphasized that the Commission of Fine Arts was especially desirous of seeing these structures because of the effect they will have on the Lincoln Memorial area and the surroundings of the National Cultural Center. The Commission considers that special care must be taken so that the design of the highway structures will be appropriate for this area containing so many important memorials and buildings. The Secretary was instructed to prepare a letter to the Engineer Commissioner for the District of Columbia, for the Chairman's signature, informing him of the views of the Commission. EXHIBIT E.

3. Theodore Roosevelt Bridge - Lighting Standards

The members of the Commission also discussed lighting standards for the Theodore Roosevelt Bridge with Mr. Aitken, Director of Highways and Traffic, and the bridge designers. The Commission has always desired to eliminate the tall highway type lights from this bridge in order to avoid the tall sources of greenish light, and suggested that studies be made to incorporate the lighting in the bridge railing, as had been recently tried in other localities. Mr. Aitken presented statistics showing that the railing type of lighting,

which had been installed at Manahawkan, New Jersey, was still in an experimental stage and he advised strongly against adopting it for the Theodore Roosevelt Bridge. The use of this type of lighting was, therefore, not pursued further.

It was agreed, instead, however, to eliminate the tall highway-type lighting standards with their greenish glare, and to substitute smaller, lower standards, containing incandescent bulbs, which will light only the pedestrian ways of the bridge. Mr. Aitken asked Mr. Hough and Mr. Masters to undertake the design of such a standard for submission to the Commission at a later date. The Secretary was instructed to prepare a letter for the Chairman's signature to the Engineer Commissioner for the District of Columbia, informing him of this action. Copy of such letter to be made a part of the official record of the proceedings. EXHIBIT F.

4. Theodore Roosevelt Bridge - Sculptural Plaques by Mrs. Fraser.

At the request of the Director of Highways and Traffic, Mr. Master and Mr. Hough, the structural and architectural designers of the Theodore Roosevelt Bridge, presented photographs and drawings of the sculptural plaques proposed for use on the eastern abutments of the Theodore Roosevelt Bridge. The members of the Commission studied photographs of the four sculptural plaques by Mrs. Laura G. Fraser in connection with elevation drawings showing their placement flanking the openings for passage of the Rock Creek Parkway through the abutment of the bridge. The plaques symbolize the Leadership, Power, Courage and Foresight of Theodore Roosevelt. The Commission approved the sculptor's designs, but suggested that the plaques be placed slightly higher on the wall surface of the bridge, and that the planting boxes at the foot of the plaques be eliminated. The Secretary was instructed to prepare a letter for the Chairman's signature, to the Engineer Commissioner for the District of Columbia, informing him of this action. Copy of such letter to be made a part of the official record of the proceedings. EXHIBIT G.

4. Preliminary Submission

a. Proposed Georgetown Inn, Wisconsin Avenue, NW.

At his request, time was allowed for Mr. Fisher, of the architectural firm of Corning and Moore, to present plans and a perspective drawing for this proposed six story hotel at 1306 Wisconsin Avenue. A perspective drawing showed the Wisconsin Avenue facade of brick with regular window openings and a mansard roof with dormers. The street floor had a facing of field stone. The members studied the preliminary drawings and, in spite of some minor reservations, about the dormers and materials, felt that the intent of building design was, in general, an acceptable solution of the problem. They expressed their appreciation to Mr. Fisher for bringing

in the drawings at this early stage, thus facilitating action when the project is returned officially by the District of Columbia Permit Office in connection with the building permit .

The Commission adjourned at 12:30 p.m. After lunch, the Chairman, members and Secretary, went by car to the site of the proposed Incinerator at Fort Totten Drive and Hawaii Avenue. NE.

Respectfully submitted,


L.R. Wilson
Secretary

MEETING OF THE COMMISSION OF FIRE ARMS
16 December 1959
9:30 A.M.

AGENDA

- 9:30 a. m. 1. CONVEALS, ROOM 7000, INTERIOR DEPARTMENT BUILDING
- 9:30 a.m. 2. NATIONAL GEOGRAPHIC SOCIETY:
Admission by invitation
- 10:30 a.m. 3. NATIONAL MUSEUM ARCHITECTURE, PUBLIC BUILDINGS
DIVISION (Dr. J. Richard Rogers, Director,
Architectural & Structural Division, GPO, Wash.)
Conference for Labor Department Building at 6th &
C Streets, N.W.
- 11:30 a.m. 4. THE DEPARTMENT OF RESEARCH & DESIGN (Dr. E.
Crawell, Liaison Officer)
Exhibition No. 1 at Fort Detrick, Ariz. and
Small Arms, S.I.
- 11:00 a.m. 5. U.S. DEPARTMENT OF HIGHWAYS AND TRAVEL:
(Dr. C. E. Weaver, Deputy Director for Engineering
Design and Research)
a. West leg of the Silver Loop
b. Theodore Roosevelt Bridge, approaches
c. Theodore Roosevelt Bridge, lighting structures
d. Theodore Roosevelt Bridge, structural details
by Laura S. Fraser
- 12:00 P.M. 6. Discussion of Department DIT (Dr. Fraser, of Research
& Design, Architecture)
- 1:00 p.m. LUNCH

THE UNIVERSITY OF CHICAGO
LIBRARY
CHICAGO, ILL.

1. THE UNIVERSITY OF CHICAGO	1911
2. THE UNIVERSITY OF CHICAGO	1912
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19. THE UNIVERSITY OF CHICAGO	1929
20. THE UNIVERSITY OF CHICAGO	1930

22 December 1957

Dear Mr. Fagan:

At its meeting on December 16, the sculptor member of the Commission of Fine Arts shared the revised drawings for the setting of the Admiral Byrd monument which will be placed on Potomac Avenue leading to Arlington National Cemetery. The Commission noted that the suggestions made at the December meeting had been incorporated in the drawing and that all the parties and members had been consulted near the statue itself.

It was also noted that the pedestal of the statue had been made somewhat wider. It was further agreed, at this time, to depress the present design present design so that the base of the statue would be flush with the ground at its outer edge.

For the Commission of Fine Arts:

Sincerely yours,

David E. Finley
Chairman

Mr. Melvin M. Fagan
Vice President
National Geographic Society
Washington 6, D. C.

22 December 1959

Dear Mr. Wallace:

At the meeting on 24 December, the Commission of Fine Arts met with Mr. Hillier and Mr. Kline to discuss revised plans for the treatment of the penthouse on the proposed Labor Department Building at 6th and C Streets, N.W.

The Commission noted the efforts which the architects have made in endeavoring to solve this problem, which is a difficult one because of the peculiar street and sight line requirements. They are acceptable elevation on 6th Street seems attainable from this approach to the problem. The members felt, accordingly, that it might now be wiser to abandon the effort to design an isolated roof structure under these difficult conditions of making it acceptable from all points of view. They suggested, therefore, making a study in which the roof structure would be screened by a free-standing, wall-like structure supported at column levels, separated from the roof, and so placed on the roof, that it will serve not only to hide, substantially, the roof structure itself from all points of view, but will also serve to connect the roof level of the main building with this new roof structure in a continuous skyline.

If additional drawings are completed by the time of our next meeting on the 30th of January, we will set aside time to discuss the matter further.

For the Commission of Fine Arts:

Sincerely yours,

David E. Finley
Chairman

Honorable Earl E. Wallace
Commissioner
Public Buildings Service
General Services Administration
Washington 25, D. C.

22 December 1959

Dear Mr. Purcell:

At its meeting on 16 December 1959, the Commission of Fine Arts considered plans for Incinerator No. 1, Fort Totten Drive and Small Avenue, N. E.

The members of the Commission found it difficult to visualize the surroundings, and they made a visit to the site of the proposed Incinerator on a location south east of, and below, Fort Totten Park, and adjacent towards the northeast to an industrial area and a railway. The grounds of Catholic University lie to the northwest. After viewing the terrain, no objection was made to the site.

As to the design itself, the colored perspective drawing showed a solution which clearly revealed its purposes and the distribution of its parts. A visit to a similar incinerator at Mount Oliver Road and West Virginia Avenue, N.E. was of great assistance in visualizing the size and scale of the proposed building which is an exact duplicate.

The suggestion was made by the Commission that the upper portion of the equipment room, portrayed as a type of clerestory, be made the key to the balance of the design. It was recommended that the wall of the incinerator should be raised some ten feet, thereby, in appearance at least, reducing the relative height of the stacks. It was further recommended that the stairway which runs a projecting element on the front facade be housed within the building and the projection eliminated.

The next meeting of the Commission of Fine Arts will be on 30 January 1960. If revised drawings are ready, we will reserve time for their presentation.

For the Commission of Fine Arts:

Sincerely yours,

David E. Finley
Chairman

Mr. C. A. Purcell
Liaison Officer
D.C. Department of Buildings
and Grounds
Washington, D.C.

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25 December 1959

Dear General Weiling:

At the meeting on December 14, the Commission of Fine Arts conferred with Mr. Harold Allen, C.E., Director of Highways and Traffic; Mr. C. E. Brown, Deputy Director for Engineering Design and Research; and the designers, regarding suggestions for changes which the Commission of Fine Arts had recommended previously with respect to the design of the West Leg of the Inner Loop, especially the overpasses where the Inner Loop connects with the present Millhurst Freeway at K Street, and where it crosses Rock Creek Parkway.

The design originally submitted contained two three-level overpasses, each of which was higher than the level of the Millhurst Freeway. The members of the Commission of Fine Arts are unanimously of the opinion that the structures, which will be built to connect the various traffic lanes with the Inner Loop, should be designed as well as a matter not only to preserve past landmarks, but also to conform to the general character of the city of Washington. The Commission of Fine Arts has never approved the location of the Inner Loop, but the members strongly recommend that the structures which connect it should conform, as far as may be possible, to the principles which inspire the design of other similar structures in the nation's capital.

Mr. Allen and the designer discussed the problem with the members of the Commission of Fine Arts, and we understand that further studies will be made to assure more conformity of these structures with the design principles of Washington.

The next meeting of the Commission of Fine Arts will be on January 20, 1960. If you desire, we will reserve time to discuss the matter further with your representatives.

For the Commission of Fine Arts:

Sincerely yours,

Brigadier General A.J. Weiling
Engineer Commissioner for the
District of Washington
Washington 4, D. C.

EXHIBIT D

21 December 1959

Dear General Mallory:

At its meeting on December 16, the Commission of Fine Arts regretted that plans for the approach and structures for the overways that will lead to the Theodore Roosevelt Bridge on the District side of the river were not far enough advanced to be shown. The Director of the Department of Highways and Traffic, Mr. Allen, and Mr. Sawyer, Deputy Director for Engineering Design and Research, stated to the Commission that the designs were now being developed and that they would be presented to the Commission when they had reached a stage where they could be shown.

The Commission of Fine Arts is especially anxious to review these structures because of the effect they will have on the Lincoln Memorial area and the new Cultural Center area. They advised that special care must be taken so that the design of the new structures will be appropriate for this area containing important existing buildings.

The next meeting of the Commission of Fine Arts will be on January 27, 1960. We will be glad to reserve time for you to present these items, if they are ready.

For the Commission of Fine Arts:

Sincerely yours,

David E. Finley
Chairman

Brigadier General A. C. Mallory
Engineer Commissioner for the
District of Columbia
Washington 4, D. C.

EXHIBIT E

22 December 1959

Dear General Welling:

At its meeting on December 16, the Commission of Fine Arts met with Mr. Aitken, D.C. Director of Highways and Traffic, and Mr. Sawyer, Deputy Director for Engineering Design and Research, with regard to lighting standards for the Theodore Roosevelt Bridge. You will recall that the members of the Commission have always been desirous of eliminating the tall highway type lights from the Roosevelt Bridge, because of the character this mercury-vapor light will bring to the Lincoln Memorial Area and because the design of the tall standard has never been such that the Commission has felt that it could approve it for this location.

The Commission approved the design which the architect had recommended. The Commission had recommended that studies be made to incorporate the lighting in the bridge railing. Mr. Aitken presented statistics which seemed to show that the railing type of lighting, which had been installed at Manahawken, New Jersey was still in too experimental a stage to be adapted for the Theodore Roosevelt Bridge lighting. It was agreed, accordingly, in view of these facts, to eliminate the use of the tall lighting standards from the bridge and to substitute smaller standards, containing incandescent bulbs, that will light the pedestrian ways of the bridge only. It is understood that the design of such a standard will be taken under consideration by the bridge designers and will be submitted at a later date.

For the Commission of Fine Arts:

Respectfully yours,

Sincerely yours,

David E. Finley

David E. Finley
Chairman

Brigadier General A. C. Welling
Engineer Commissioner for the
Brigadier General A. C. Welling
Engineer Commissioner for the
District of Columbia
Washington 4, D. C.

EXHIBIT C

EXHIBIT F

22 December 1959

Dear General Welling:

At the meeting on December 16, the Commission of Fine Arts met with Mr. Aiken, D.E. Director of Highways and Traffic, and Mr. Sawyer, Deputy Director for Engineering Design and Research, with regard to lighting standards for the Theodore Roosevelt Bridge. You will recall that the members of the Commission have always been desirous of establishing the tall signpost type light from the Roosevelt Bridge, because of the character this roadway-type light will bring to the Lincoln Memorial Area and because the design of the tall standard has never been such that the Commission has felt that it could approve it for this location. The Commission had recommended that studies be made to investigate the lighting in the bridge vicinity. Mr. Aiken presented studies which seemed to show that the tall type of lighting, which had been installed at Munhwaan, New Jersey was still in too experimental a stage to be adapted for the Theodore Roosevelt Bridge lighting. It was agreed, accordingly, in view of these facts, to eliminate the use of the tall lighting standards from the bridge and to substitute smaller standards, containing incandescent bulbs, that will light the pedestrian ways of the bridge only. It is understood that the design of such a standard will be taken under consideration by the bridge designers and will be submitted at a later date.

For the Commission of Fine Arts:

Sincerely yours,

David E. Aiken
Chairman

Brigadier General A. G. Welling
Engineer Commissioner for the
District of Columbia
Washington 25, D. C.

22 December 1959

Dear General Welling:

At its meeting on December 16, the Commission of Fine Arts conferred with Mr. Aitken, D. C. Director of Highways and Traffic, Mr. Sawyer, Deputy Director for Engineering Design and Research, and Mr. Haugh and Mr. Masters, who are responsible for the design of the features of the Theodore Roosevelt Bridge. At this time drawings were displayed showing the four sculptural plaques, in memory of Theodore Roosevelt, which are to be placed in the abutments of the Theodore Roosevelt Bridge where the Rock Creek Parkway passes through the roadway of the bridge.

The Commission approved the designs which the sculptor had presented in photographs due to the difficulty of transporting large plaster models from her studio in Connecticut. It was the members' opinion, however, that the sculpture might well be placed somewhat higher on the wall surfaces of the bridge, and that the planting boxes at the foot of the plaques might well be eliminated.

We feel sure that the designers will reconsider these matters and that further submissions will be made as the design is developed for completion.

For the Commission of Fine Arts:

Sincerely yours,

David E. Finley
Chairman

Brigadier General A.C. Welling
Engineer Commissioner for the
District of Columbia
Washington 4, D. C.

EXHIBIT G

12 December 1953

Major General Walling

At the meeting on December 10, the Committee of this Army
conferred with Mr. A. E. Dwyer, Director of Highway and
Mr. Dwyer, Deputy Director for Engineering Design and Research, and
Mr. Dwyer and Mr. Dwyer, who are responsible for the design of the
features of the proposed highway bridge. At this time design
were displayed showing the four structural piers, in many of which
Theodore Roosevelt, which are to be placed in the span of the
Theodore Roosevelt bridge across the Hudson River, between
the roadway of the bridge and the river.

The Committee approved the design which the engineer had
presented in this report as to the difficulty of transferring design
plans from the design in construction. It was the committee's
opinion, however, that the engineer might be placed in a
higher in the wall structure of the bridge, and that the design
shown at the foot of the piers might be eliminated.
The committee also noted that the design will be placed in the design
and that further questions will be made as the design is developed
for completion. It was noted that the design will be placed in the design
shown at the foot of the piers might be eliminated.

Sincerely yours,

David E. Tamm
Colonel, USA
Adjutant General

Adjutant General A. E. Walling
Adjutant General for the
Adjutant General, Walling
Adjutant General for the
Adjutant General, Walling
Adjutant General, Walling

EXHIBIT C

EXHIBIT T